BELMONT GENERAL PLAN

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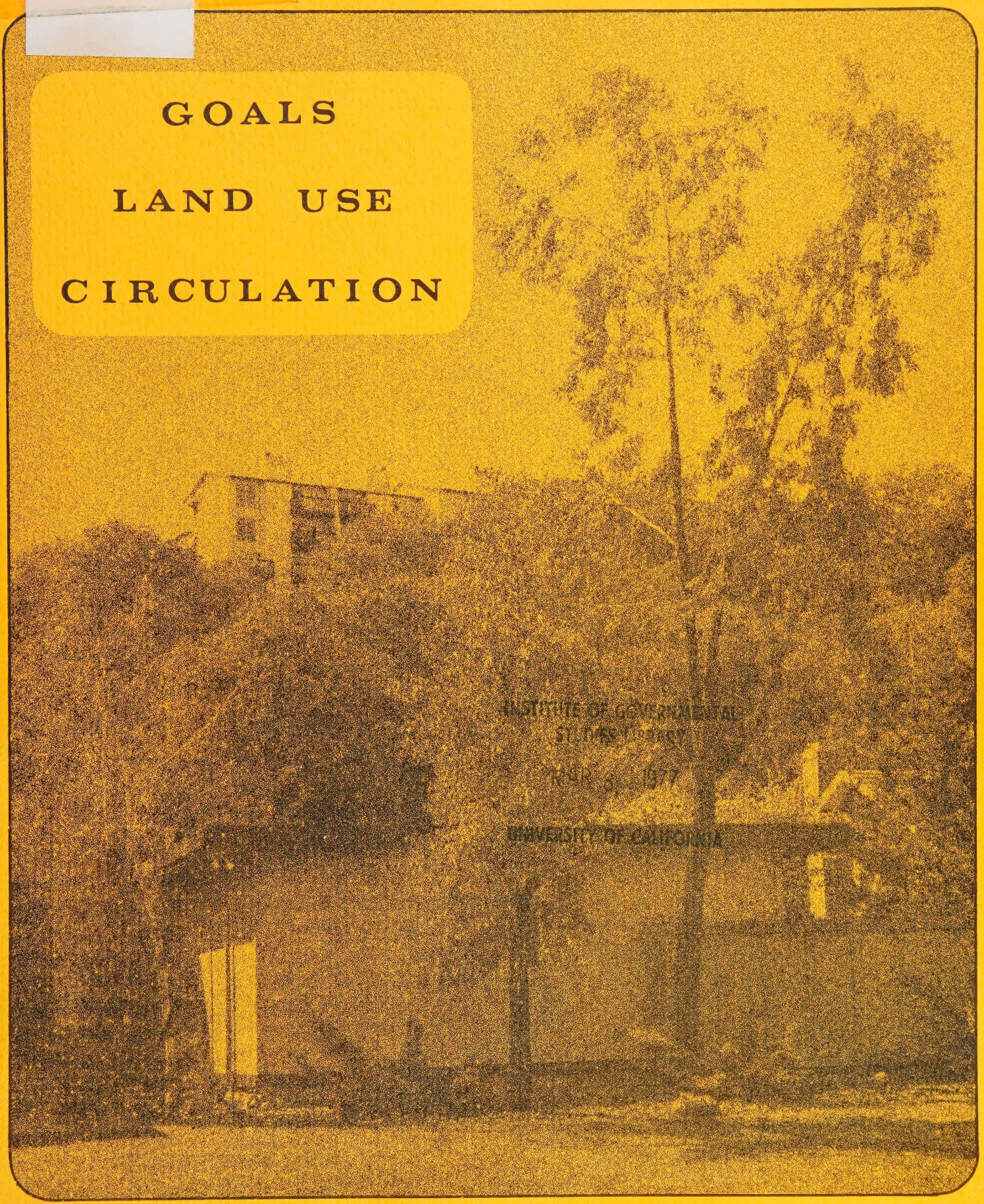
GOALS

LAND USE

CIRCULATION



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COMPREHENSIVE GENERAL PLAN

City of Belmont, California

Goals

-

Land Use

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Circulation

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COMPREHENSIVE GENERAL PLAN

City of Belmont, California

FOREWORD

The purpose of this General Plan is to establish developmental policies required to guide the orderly growth of Belmont. These policies take the form of written statements and maps which propose the future spatial relationships of the complex of uses within the City. The policies contained herein relate to the use of land, the circulation and transportation systems which serve the land uses, and the location of community facilities. The stated and mapped policies are purposely general. This is to ensure that the General Plan acts as a guide; not a dictation of future city development.

Basically, the General Plan is a statement of policy presented in broad outline. Its purpose is to guide the physical development and growth of the City for the foreseeable future--generally taken to be from 20 to 30 years. The target date for the Belmont Plan is the year 2000.

The Plan is designed to serve also as a coordinative measure: Upon its adoption it affords a frame of reference for use by community officials and citizens in deciding matters of community change, and as a basis for discussions with county or other authorities on planning matters of matual interest. Such coordinative efforts might take the form of interrelationship of the Belmont highway pattern with that of adjoining communities, area wide recreation plans or the work of the San Mateo County Regional Planning Committee. It will have a place, also, in meetings with officials of the State Department of Transportation concerning the Ralston, Bayshore, and El Camino Real interchanges, and in discussions with a future mass transit agency.

The problems of community development, such as those relating to traffic, transportation and land use, do not stop at city boundaries. The General Plan stresses the importance of relating the planning of the City to the developments taking place in the surrounding communities.

GOALS/POLICIES

COMMUNITY GOALS

Belmont's future growth is inseparably related to that of the Metropolitan Bay Area. The City should strive to maintain its individuality while coordinating development with the immediate surrounding communities and the Region as a whole.

The City of Belmont should follow its historical pattern and continue to develop primarily as a residential community. Because it is situated in one of the nation's fastest growing metropolitan areas, the supply of buildable land is being rapidly exhausted. Belmont will experience continued pressure toward a greater intensity of land development and increased density of residential land use. In order to retain a desirable, low intensity environment, the city's developmental policies must be concise, strongly stated, and strictly implemented.

LAND USE

Residential Areas

To preserve the unique residential character of Belmont which has grown out of its spectacular setting of tree covered hills and its dramatic vistas. To deal with the basic goal of conserving community physical and social values while solving the, at times conflicting, problems inherent in area growth and change.

To encourage the building of future residential developments as sound, well-planned residential neighborhoods which will preserve the natural beauty of the area, maintain the City's reputation as a desirable place in which to live, and be capable of reasonable city maintenance.

The primary type of residential development within the community should remain single family. Certain specific areas lend themselves toward development with multi-family uses. These should generally be concentrated in areas surrounding commercial activity.

The population holding capacity of the Belmont Planning Area should not exceed 30 to 31,000 people.

Commercial Areas

To promote the economic health of the downtown business area and other shopping areas, provide for neighborhood shopping at locations convenient to the neighborhoods served, and maintain highway related facilities in proportion to need. Commercial activity in Belmont should

be concentrated as specific locations and developed within compact areas. Commercial development should occur within the Central Business District, the Carlmont Shopping Center, the Sterling Downs Center and along El Camino Real. Development and expansion of the Central Business District into a viable retail commercial area is of high priority.

Expansion of Belmont's economic base is a prime consideration. Areas in which this base can be expanded are: sales and service to the surrounding trade area, development of executive and professional office complexes, development of a strong Central Business District, and the attraction of adjacent industrial developments into the sphere of the city.

Employment Areas

To encourage the growth of those employment sources which are in keeping with the character and unique advantages of the community and to provide for the efficient functioning of the service industries now in the community.

To encourage the annexation and development of industrial uses to create a balanced city from all aspects: economic, tax base and physical.

Limited opportunity exists for the expansion of industrial uses within the present city limits. The city should actively pursue the inclusion of the Harbor Industrial area within its boundaries.

Parks, Recreation and Open Spaces

The city should pursue an active policy of acquiring recreation and open space lands consistent with the requirements and desires of the population.

To create a community identity and civic pride through the provision of parks, playgrounds and public green space and an attractive setting for public buildings.

Public Facilities

To assist in making the city administration an effective business operation through the efficient installation and operation of public facilities, utilities and services.

To construct a new civic center for city administrative and other governmental functions which would provide for more efficient government operation and the various phases of community services.

Environmental Considerations

The City should continue to enhance its principal community assets: the established quality of development, good community character, the proximity to a range of employment opportunities, pleasant climate, and the amenities of wooded hillsides and open space.

The view of the city, as seen from El Camino Real and Ralston Avenue, is a major factor in creating the public image of Belmont. As such, careful attention must be paid to the development along these thoroughfares ensuring that it is in keeping with the character of the community.

To provide a plan for the use of land which reflects the importance of hazardous conditions existing in the planning area and to discourage development which could endanger life and property.

Community Configuration

The city should work toward achieving cohesive boundaries with the several single purpose districts which serve the community.

The city should actively pursue the expansion of its boundaries to include all of those lands within its sphere of influence.

CIRCULATION

To develop a system of streets, highways, and other transportation facilities which will provide for the safe and convenient movement of people and goods within Belmont and the surrounding area.

To provide a street system which will adequately serve homes, business, industry, and recreation as they develop according to the Land Use Plan.

To guide the construction of a street system which will improve traffic circulation, reduce accidents, allow for the increase in volumes of traffic.

To provide a system which will route heavy traffic around or through the city with a minimum of disruption.

To develop a system on which traffic is concentrated on as few streets as possible and routed around rather than through residential neighborhoods.

To relate the various neighborhoods within the city to each other and to community facilities by the residential collector street pattern.

To achieve an overall street pattern which has a functional relationship to the land use of the city.

To coordinate the automobile system and the city's land use with the future rapid transit terminal facilities.

To provide adequate access to the nearby San Mateo County Airport.

To provide a circulation system which will promote and enhance Belmont's commercial activity and the development of a balanced tax base.

To provide a system which minimizes esthetic conflict with the basic wooded nature of the city.

To provide a circulation system which will meet the above objectives with a minimum maintenance cost.

HOUSING

Adequate housing should be available for all economic segments of the community. Adequate housing is dependent upon a sound environment as well as a safe, well designed structure.

All housing within the City of Belmont should at least meet the minimum requirements for a standard dwelling unit, as set forth in this Housing Element and applicable provisions of the City's Building Code.

The residential environment should be improved through the provision of adequate public facilities and services. These include streets and parks, as well as water, sewer, and drainage systems.

A variety of housing types should be available in sufficient number to meet the desires of the residents. These types should range from low density single family units to medium density apartments.

The maintenance of the residential character of Belmont, which has developed over the past years, is of prime importance in its plan for housing.

Belmont should continue to cooperate with other governmental agencies and continue to take an active interest in seeking solutions to area-wide environmental problems which could affect the city's housing plan.

OPEN SPACE/CONSERVATION

To conserve and efficiently utilize those natural resources which are located within the Belmont planning area.

To permanently preserve significant open spaces within the city for recreation, scenic, wildlife habitat or other open space purposes.

To provide adequate park and recreation areas and facilities within Belmont's planning area to serve the needs of the community's residents.

To preserve the city's wooded, hillside environment.

To function as the active local component of a coordinated intergovernment effort to achieve the preservation of local and regional open space. Other units of the intergovernmental team include the County of San Mateo, the Association of Bay Area Governments, the State of California and the Federal Government.

The long-ranged protection of the environmental quality of Belmont requires the concerted effort of the government and all of its citizens.

EAST BELMONT

The plan herein presented includes recommendations relating to land use, traffic circulation, waterways and utilities. It proposes a policy of development which will:

Be in keeping with the character and general welfare of the City of Belmont.

Enhance the value of private property in the area and maximize the aggregate value of the area.

Provide access to all properties in the area.

Provide for a water related recreational facility and Sea Scout Base to provide Belmont with a recreational waterfront area and an outlet to the San Francisco Bay.

Provide the City of Belmont with a major addition to its tax base.

Maximize the value of all public property in the area.

Provide for surface drainage and required utilities.

WESTERN HILLS

The Western Hills, in their present form are a valuable asset to the City of Belmont. The area should be preserved in as near natural condition as possible

The existing topography and natural vegetative cover should be preserved by concentrating development on areas which would require only minimum grading.

Residential densities should reflect capability of the site to adequately support the population.

Building types used should adapt to the terrain encountered rather than changing the terrain to fit a particular structural concept.

Sufficient recreation space, both passive and intensive, should be available for use by the residents of the neighborhood and community.

The spectacular views available from this area should be preserved and enhanced through proper planning and development.

CITY OF BELMONT
SAN MATEO COUNTY CALIFORNIA
LEGEND
Sphere Of Influence
Annex To City
De-Annex From City
SPHERE OF INFLUENCE

LAND USE ELEMENT

GENERAL OBJECTIVES

Each city has an individuality and a personality which reflects its historical background and is influenced to a large extent by its physical form.

Composed of streets, buildings and spaces filled with a multitude of activities cities offer varying degrees of interest and attractiveness. A city may be commonplace or it may be exciting and stimulating depending upon the way its multifacited facilities are arranged and the manner in which they are related to the total community environment.

The City of Belmont has been favored by nature with interesting topography, wooded hillsides and has an ideal climate. Its development to date has preserved the elements essential to its future as a primarily residential community.

The General Plan envisions the City in the year 2000 as a community in which attractive homes, apartments, executive office developments and quality shopping facilities will be combined in a setting of tree covered hills and natural beauty. It anticipates an urban community of about 32,000 people which will be a part of a vast Bay Area metropolitan complex and related to it by a network of freeways and a rapid transit system.

It is highly desirable that, in addition to promoting the well ordered development of land within its boundaries, Belmont join with the other communities which make up the Bay Area and contribute to the general advancement of the Bay Region. To this end the Plan recommends continued community support of the following objectives:

The development, throughout San Mateo County, of a freeway and major street network which will adequately inter-relate the street patterns of present and proposed Peninsula communities and will route heavy traffic around, rather than through, residential neighborhoods.

The extension of mass transit provisions to include San Mateo County.

The protection of the scenic, open space and recreation resources of the San Francisco Bay.

The elimination of air and water pollution in the Bay Area.

The advancement of Regional Planning as a means of achieving a coordinated effort in the solution of inter-city problems of physical development.

As a general overall policy the Plan also recommends that the preservation and enhancement of community attractiveness and natural beauty be made an important consideration in all decisions relating to future developments with emphasis on the preservation of natural terrain and scenic vistas.

RESIDENTIAL AREAS

Residential areas are those which are designed primarily to contain housing. Other uses, such as schools, churches, community centers and recreation facilities are appropriately located within residential neighborhoods. However, these are normally considered accessory to the housing.

Specification of housing type, such as single family or apartment, is purposely avoided in the General Plan. Rather, various residential densities resulting in different population concentrations are proposed in the Plan. Residential density standards permit a variety of housing types within each category. For example, single family attached (townhouse) or low rise apartments could be constructed within a neighborhood planned for medium density with similar resulting populations. The prime governing factor is the number of dwellings per acre (density) and consequently, the total population of the neighborhood.

Many other land uses are dependent upon the concentration of population in residential areas. The number of school children, and the demand for educational facilities, is directly related to residential neighborhood density. So, also, is the need for park and recreation facilities Retail commercial space is particularly dependent upon the number of people within a trade area, as well as upon their income. It is quite important, therefore, to recognize the interdependence of uses upon each other and the particular value of sound residential planning.

The residential section of the plan is directed toward preserving established values in residential areas, to encouraging the development of new residential areas as well designed neighborhoods, and to guiding change in older residential neighborhoods toward plan objectives.

Provision is made for several densities of single family and multi-family residential areas.

Low Density Residential

The established lot pattern and zoning in Belmont's low density residential neighborhoods may be grouped into three general categories. These include the suburban areas characterized by 9,600 sq. ft. typical lot size, the standard subdivision characterized by a typical lot size of 6,000 sq. ft., and urban low density areas, built shortly after the end of World War II, in which the typical lot area is 5,000 sq. ft. For general planning purposes, it is sufficient to classify all low density development into one category. Residential development within this category has traditionally taken the form of single family detached homes.

Preservation of the advantageous character of development which prevails in many residential parts of Belmont is dependent upon the retention of trees, open space and freedom from heavy traffic. To assist in the enhancement of these areas it is recommended that the protection afforded by the Zoning Ordinance be supplemented by the following general policy.

Planning Standards:
The intensity of development for low density areas should be compatible with surrounding development with densities ranging from three to a maximum of seven dwelling units for each gross residential acre. This density is based upon the number of dwelling units per gross residential acre; with a residential acre including residential lots and the streets serving those lots only.

Policy:
1. Continue to encourage single family detached type of development in established low density neighborhoods.

2. Retain above minimum size lots wherever possible and restrict exceptions, in the case of lot splits, to situations of demonstrable exceptional hardship.

3. Take particular care during all public improvements and utility construction and maintenance to assure the preservation of trees and natural ground cover.

4. Reduce the amount of on-street parking by enforcing ordinances requiring a garage and prohibiting the conversion of garage space to other uses, and by encouraging the construction of off-street parking spaces.

5. Require the placement of all utilities underground in conjunction with new construction and encourage conversion of existing overhead utilities to underground installations in established neighborhoods.

6. Restrict the grading of hillside areas to the minimum required to develop the property for its intended use.

7. Encourage the channeling of through traffic onto major and collector streets and inhibit its passage through residential neighborhoods on minor streets.

Medium and High Density

Higher density areas provide locations for more concentrated living accommodations. In Belmont, higher density areas have been developed with various building types, from low profile multi-family structures to high rise. The limitation of this type of development except in specific areas is based on several considerations.

1. Apartment development substantially increases the amount of traffic on presently overloaded streets.

2. Apartment development is not particularly compatible with the single family residential character of Belmont.

3. The public facilities and services required for multi-family areas are substantially increased for these more intensive urban uses.

In general, the proposed medium high density neighborhoods are comprised of less intensive developments grouped in areas close to shopping facilities and in locations with immediate access to arterial streets. Higher intensity uses are proposed for locations which are also served by rail transportation and are close to the Central Business Area.

Planning Standards:

The following are densities established for the more intensive residential development in various portions of the planning area. These densities are based on number of dwelling units per gross residential acre.

(a) Medium Density - maximums of 10 or 20 dwelling units per gross residential acre.

(b) High Density - maximums of 30 or 40 dwelling units per gross residential acre.

(c) Specific locations of the various density categories are shown on the General Plan Map.

Policy:
1. To limit higher density development to those areas where public facilities are available to handle the accompanying increased population.

2. To encourage higher density residential uses in the vicinity of the Central Business District.

3. To concentrate higher density development in areas currently established for that use, rather than creating new areas.

4. To develop apartment properties in planned neighborhoods containing recreation and play areas and other open space.

5. All newly created apartment areas should be developed within the Planned Unit Development Zoning District.

COMMERICAL AREAS
The land areas designated for commercial use in the Plan generally follow the orderly pattern of development which the community has evolved to date, stressing the desirability of grouping commercial units in centers and limiting highway commercial development to that already established on El Camino Real. Commercial areas are grouped into these general categories.

Neighborhood Commercial

Neighborhood Commercial Districts provide space for retail sales, services and related activities needed to serve a residential neighborhood. These centers should be located so there is good traffic access available. Sufficient off-street parking should be provided. Landscaping and proper lighting are essential.

Planning Standards:

Generally one acre of neighborhood commercial area should be provided for each 1000 people living in its service area.

Policy:
Local shopping centers should be developed in close proximity to the residential neighborhood which they serve.

General Commercial

The Central Business Area is the primary general commercial area for the city. It should offer a complete range of community commercial sales and services.

Special provision is made for highway commercial uses on El Camino Real frontage.

Retail shops are the backbone of the central district and should be arranged in a compact grouping so that customer access is convenient and pedestrian traffic is natural. Financial institutions and business-professional offices necessarily locate near each other. Their inclusion in the urban core provides advantages for both retail outlets and the offices. Public and private recreational and social facilities should be inter-mixed with other uses in the core area. Public parks and plazas provide relief from the intense concentration of urban activity. Cultural facilities should be included within the urban core to complete the well-rounded urban atmosphere. These should take the form of libraries, art exhibits, and theaters.

A general theme for architecture, signing, landscaping and decoration should be adopted and effectuated in the rejuvenation of the urban core. This theme should be followed in the modernization of store fronts and the addition of new outlets. Small parks, plazas, and gardens would add character to the central district and use small spaces which would otherwise be unimportant.

Off-street parking of sufficient capacity to handle the anticipated parking demand should be provided adjacent to, and at the rear of retail shops. The parking areas proposed,should be constructed as surfaced lots, or parking structures. Loading areas for delivery of merchandise should be provided at the rear of shops, but separated from parking areas and pedestrian walkways.

Policy:
The Belmont Central Business District should be revitalized to function as the primary commercial facility within the Planning Area.

Long strips of mixed retail and heavy commercial areas are inefficient and generally undesirable. Retail developments depend primarily upon pedestrian traffic for much of their trade. The automobile, on the other hand, is generally used for access to heavy commercial businesses. Strip development causes a hazardous mixture of pedestrians and automobile, resulting in the inefficient operations of the businesses. Business development along heavily traveled streets should be concentrated in clusters of commercial and/or office uses. These clusters should be automobile oriented with limited points of access.

Policy:

Strip commercial development should be avoided.

Service Commercial

Service commercial areas provide for activities of a service nature such as repair shops, small warehouses, wholesale stores and similar activities which serve other commercial businesses and homeowners in the community. Limited semi-industrial activities not requiring industrial locations are also included in this group.

Highway Commercial

The Highway Commercial land use designation is applied in areas considered proper for the location of business and trade activities. The primary means of access to these businesses is by the automobile. Such commercial activities are dependent upon highway traffic for customers. This locational attraction contrasts with retail commercial uses which are dependent upon the attraction created by other commercial enterprises in the immediate vicinity. Some limited examples of highway commercial uses are restaurants, auto parts and supply houses, real estate and insurance offices, on and off sale liquor establishments, motels, service stations, and animal clinics. *

EMPLOYMENT AREAS

The plan provides for a broadening of the community economic base by providing for the expansion of office developments for executive, research, administrative and professional offices. It encourages the continuation and expansion of the present office-warehouse operation in the Wadsworth Executive Park Area and the retention and expansion of the professional use of land in and around the Central Business Area.

These business areas should be designed to provide a pleasant working atmosphere with sufficient landscaping and open space

* Amended by City Council Resolution No. 4364, 11/24/75.

available to achieve this goal. Adequate off-street parking is necessary within these complexes. A limited variety of commercial uses may be provided within these business and professional areas. Restaurants, cocktail lounges, photographic studios, and other commercial enterprises, which are directly related to the business uses of the area, are examples of the type of commercial uses which might be acceptable.

The major employment area in the Belmont Planning area will continue to be the Harbor Industrial District. Although this working area is located outside of the present city limits, it has traditionally enjoyed close ties with the City of Belmont. The continued efficient utilization of land in this district is an objective of this plan.

PARKS, RECREATION AND OPEN SPACE

The following policy statements and planning guides relate to the Recreation, Park, and Open Space Planning Proposals.

Neighborhood Recreation-Parks

The neighborhood school-recreation-park sites are the educational social, and recreational centers of the neighborhoods. They provide space for indoor and outdoor recreation activities under supervision. The neighborhood recreation centers are planned primarily for children between the ages of 5 and 14 years, and for family groups. Also, small areas for pre-school children and their parents should be included.

These neighborhood recreation-parks are located within walking distance of all homes in the neighborhoods. Community parks may serve as neighborhood centers if they are properly located and of sufficient size.

Planning Standards:

Area required including elementary school site - 10-15 acres. Effective service distance - ½ mile radius. Population served - 3,000 to 5,000 people or 1,300 families.

Policy:

A neighborhood recreation-park should be provided in every neighborhood within the planning area. These neighborhood centers include the full development of existing elementary school sites.

Community Recreation-Parks

These community centers are planned primarily to provide for the major educational, social, cultural and recreational interest and activities of teenagers and younger adults.

These community park-school centers offer many outdoor and indoor facilities which may include large turfed fields and courts for various sports, swim centers, community recreation building for arts, crafts, club meetings and social activities. Also, they provide large areas of natural beauty for family and group picnicking, free play, and enjoyment. Several tot areas are to be provided for small children. These community recreation parks are readily accessible by automobile with ample off-street parking space provided.

Planning Standards:

Area required including the junior or senior high school sites - 25-50 acres. Effective service distance - 1½ mile radius. Population served - 10,000 to 15,000 people.

Policy:

Special function community recreation-parks shall be provided to serve two or three adjacent neighborhoods. These community centers could use the undeveloped portions of junior or senior high school sites.

Walkways or Pathways

These pathways are needed to provide safe access for children between their homes and schools and to connect each neighborhood with the Belmont Cultural Center-Central Park (Waterdog Lake Area). These pathways would be used for walking and bicycling. A separate system of equestrian trails is provided in Central Park and connecting to the San Mateo and State Hiking and Riding Trails.

Planning Standards:

Paths shall be a minimum of ten feet wide, with low maintenance landscaping of native trees and shrubs.

Policy:

A system of foot and bicycle paths shall be provided for access between homes and neighborhood and community recreation and park centers.

Area Beautification

The City Council, Planning Commission, and Recreation and Park Commission should encourage civic organizations, improvement and service clubs, businessmen and individuals to recommend proposals for the beautification of the city, including the planting and protection of street trees. This program should encourage proper landscaping of commercial and industrial properties. Greater economic stability and increased value of land and improvements will result from this beautification program.

Policy:

A program should be developed to beautify the major streets, highways, and commercial sections within the City of Belmont.

Open Space

Open space within Belmont is used to provide relief from surrounding suburban development. Its function may be purely visual or it may be the framework for certain active and passive recreation pursuits. Picnicking, hiking, and areas for the enjoyment of natural beauty are examples of uses which might be made of open space. Parks, such as the one being improved at Waterdog Lake, are greatly enhanced if developed within a larger space area.

Policy:

Large and small areas of open space should be acquired or preserved in perpetuity throughout the City of Belmont to preserve the natural beauty of the community and to provide relief from the more intensive surrounding development.

Specific Projects

Acquire and/or preserve the majority of the Twin Pines property for open space and community park purposes.

Implement the open space and park recommendations of the Western Hills Plan.

Implement the Marina and recreation proposals of the East Belmont Plan.

Acquire and/or preserve the three open space areas between Skymont and Plateau neighborhoods.

Acquire 12.1 acres of land adjacent to Carlmont High School for a community park.

Develop Waterdog Lake for picnicking, day camping and natural area.

Construct a Community Center Building at Belameda Park upon termination of the existing swimming pool activities.

Develop San Francisco watershed property for recreation use.

Construct new community baseball and softball diamonds to replace the existing facility at Marina Park.

Other similar recreation facilities as may be proposed by the Park and Recreation Commission.

SCHOOLS

Public schools provided for the City of Belmont are under the jurisdiction of the San Mateo Community College District, the Sequoia Union High School District and the Belmont School District. Each of these districts serves an area which extends beyond the Belmont City limits. The Belmont School District includes Belmont, parts of San Mateo, San Carlos, Redwood City, and unincorporated territory.

The City is now served by six elementary schools, the Ralston Junior High School and Carlmont High School. During the 1971-72 school year Belmont elementary schools have had an enrollment of 3,500, including 2,700 in the K-6 grades and 800 in the junior high school grades. Carlmont High School has a current enrollment of 2,200 students. The majority of Carlmont students live in Belmont.

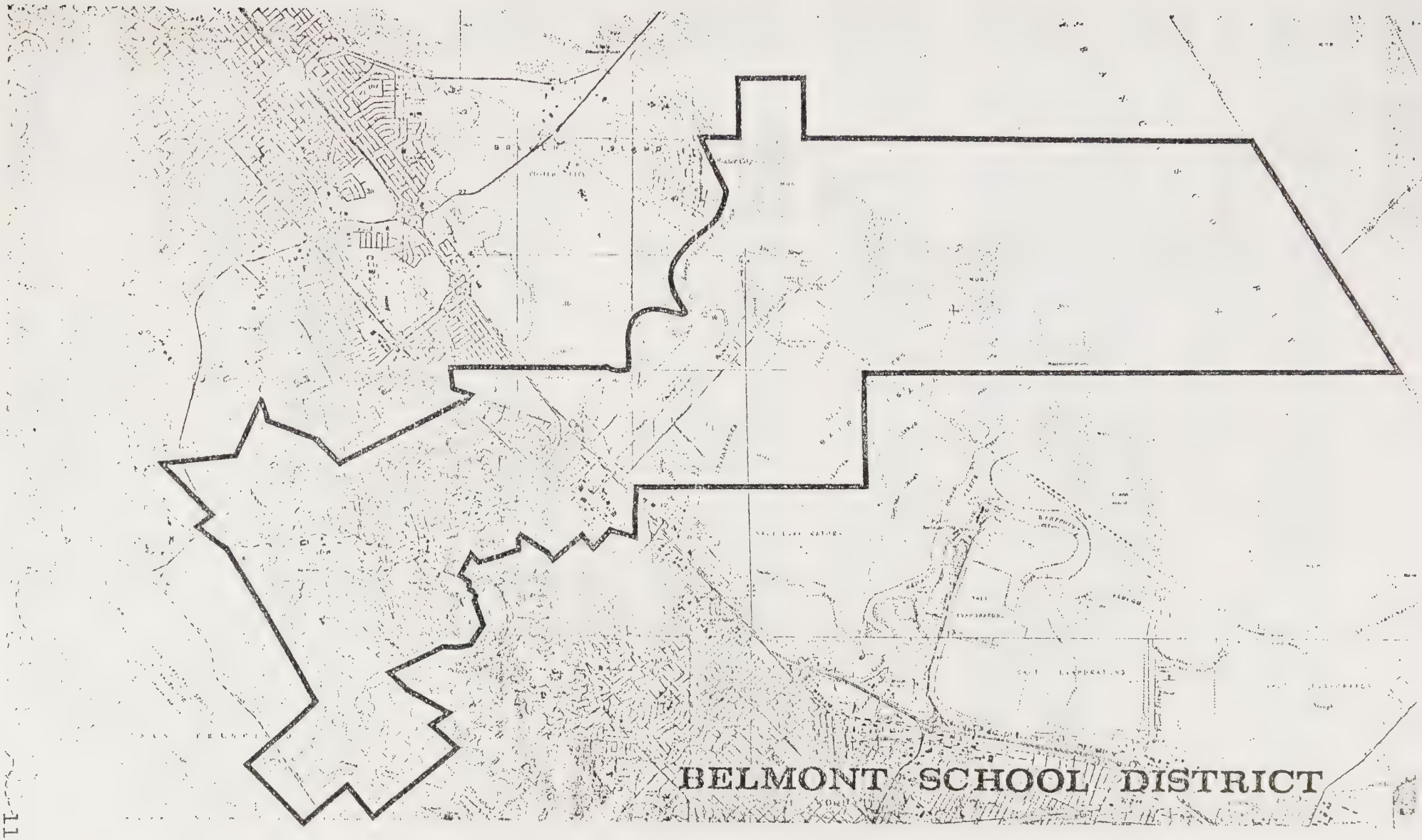
The following table shows the capacity for the schools in the Belmont School District:

Table VI

School	Grade	Capacity
Barrett	K-6	450
Central	K-6	400
Cipriani	K-6	525
Fox	K-6	500
McDougal	K-6	425
Nesbit	K-6	525
Ralston Junior High	7-8	880
Redwood Shores	K-6	Undeveloped

In addition to the public schools, five private schools are located in the city. These are Immaculate Heart of Mary, Belmont Oaks, and Notre Dame Elementary Schools, Notre Dame High School and Notre Dame College.

Forecasts of probable enrollment and facility requirements during the foreseeable future are under continuing study by the Belmont School District. No additional schools are planned within the City of Belmont in the foreseeable future. The District is planning on the addition of three to four new elementary schools in the Redwood Peninsula of Redwood Shores. Another three to four schools will be needed in Redwood Shores south of Steinberger Slough upon ultimate development of that area.


BELMONT SCHOOL DISTRICT

The joint use concept of school and city recreation facilities currently in effect in Belmont is planned for extension into Redwood Shores.

PUBLIC BUILDINGS AND FACILITIES

Municipal Facilities*

The report of the Capital Improvement Committee for the General Plan submitted in 1964 found the present City Hall building to be "inadequate, overcrowded, and lacking in basic services." The report stressed the need for improved Police Department facilities, a larger auditorium and better parking. The Committee recommended as alternate solutions the construction of a new City Hall on a more adequate site or the extensive remodeling of the present City Hall building.

The General Plan concurs with the Committee's findings and recommendations. The present facilities are not adequate to house the present city administration. It is essential that plans be made to provide facilities capable of housing necessary services to the year 1990.

The plan proposes the use of the additional 2.5 acres of the Twin Pines property for open space and possible municipal functions except City Hall. The location of some municipal functions in this vicinity; making use of existing buildings, seems appropriate. Any construction of new parking facilities within this area should be designed to blend with the preserve the natural character of Twin Pines.*

Fire Stations

Fire protection for the City of Belmont is under the jurisdiction of the Belmont Fire Protection District. There are at present three stations serving the City; Station 1 at Fifth Avenue and O'Neill, Station 2 at Ralston and Granada, and Station 3 at Ralston and Cipriani. No additional facilities are proposed within the District.

Public Utilities

Belmont is served by the Pacific Gas and Electric Company, the Pacific Telephone Company and the Belmont County Water District. The plan proposes that power and telephone lines be placed underground.

A Master Plan for Sanitary and Storm Sewers prepared in December, 1965, is in accord with the basic concepts of the General Plan.

*Amended by City Council Resolution No. 4364 , 11/24/75

AREAS WITH SPECIAL DEVELOPMENT CONSIDERATION

Area No. 1* - Southwest corner of Ralston Avenue and Maywood Drive

More particularly described as 1815 and 1817 Ralston Avenue

0.551 AC, being 60' X 400' on SLY line of Ralston Avenue, commencing 60' ELY from 8.20 AC Tract & lying opposite Blk 1 of BCC #1 - ACREAGE

0.652 AC, being 60' on SLY line of Ralston Avenue adjacent to 8.20 AC Tract - ACREAGE

This property is proposed for development with retail commercial uses within the provisions of the Planned Unit Development Zoning District. No vehicular access will be permitted on to Maywood Drive. A landscaped buffer will be provided wherever the proposed commercial development abuts residential uses. Plans should be carefully reviewed to insure that aesthetics and landscaping are consistant with the surrounding area and compatible with the nearby residential neighborhood.

Area No. 2** - Land located westerly of Sixth Avenue and fronting on Ralston Avenue and South Road.

More particularly described as Assessor's Parcels (1976-77) - 045-152-200, 210, 370 and 380.

This property is proposed for residential development on the top (South Road frontage) one-third with a maximum of three dwelling units and retail commercial on the lower (Ralston Avenue frontage) two thirds. Development may be permitted only within the provisions of the Planned Unit Development Zoning District.

Area No. 3** - Property located 150 feet m.o.l. westerly of El Camino Real on the south side of Davey Glen Road.

More particularly described as 1 Davey Glen Road, being pt. of Lot 16 at pt. of ARB, Lot 24, Mezes Ranch

Assessor's Parcel (1976-77) - 044-062-100

* Amended by City Council Resolution No. 4364 , 11/24/75
** Amended by City Council Resolution No. 4452, 6/28/76

This property is proposed for residential development with a maximum of 140 dwelling units. Development may be permitted only within the provisions of the Planned Unit Development Zoning District. The development of the property should be planned so as to preserve the existing pond and majority of significant stands of trees. The planning of this unique property should carefully take into consideration all of the natural and planted landscape features that are existing.

CIRCULATION

PRINCIPLES AND STANDARDS

The Land Use Element of the General Plan is a policy statement which proposes location for the various uses throughout the Belmont planning area. The Circulation Element provides a plan of the streets, highways, rail and air transportation facilities which are designed to serve those land uses in the most efficient manner. The City should work closely with state and county agencies and private developers to insure the development of a circulation system which will be both safe and efficient.

The street system within the city should be structured around arterial streets which carry the larger volume of traffic around, rather than through residential neighborhoods, commercial districts, and industrial areas. Good sight distance, a limited number of intersection conflict points, and the separation of pedestrians and vehicles will help reduce accidents. It is estimated that traffic will increase at an average of about 5 per cent each year over the next 20 year period. The width of many existing streets in the area will have to be increased in order to handle this anticipated volume.

Street widths should be designed to reflect the anticipated traffic volumes. The following table shows the normal range of traffic capacity on through streets in terms of average daily traffic:

Type	Volume (ADT)	Lanes
Highway	30,000+	6
Arterial	10,000-30,000	2-4
Major Collector	5,000-10,000	2
Collector	5,000	2

A local system of curved streets with offset intersections is considered preferable to the standard grid system. Curved residential streets help prevent through traffic and add character to the neighborhood. The streets and highways in Belmont may be divided into four classifications; freeway, arterial street, collector street and minor street. Freeways and State Highways are the primary responsibility of the California Division of Highways. As such, the geometrics and cross section design of these facilities are largely determined by that agency after public hearings have been held in the affected areas. The following definitions apply to those streets for which the city has jurisdiction.

ARTERIALS

Arterials comprise the major network for the flow of traffic within the planning area. They are the important streets which connect main areas of traffic generation. They provide for distribution of traffic to and from all of the areas within the city.

Frequently there are serious conflicts between the land-service and traffic-service functions of arterial streets. If the land adjacent to the arterial is intensively used, the conflict is hazardous and the accident potential is high. The traffic function of arterials; that of moving relatively large volumes of vehicles is most important.

Land access is its secondary function. For this reason driveways and intersections should be kept to a minimum. Rear or side access to property abutting an arterial should be encouraged.

Arterial streets should be designed to carry four moving lanes of traffic. Parking lanes, which should be provided, may be converted to a traveled way if traffic warrants.

MAJOR COLLECTORS

Major collector streets are of less importance but should still be designed to carry through traffic. These streets should be wide two-lane streets and protected from cross traffic. These facilities, as their name implies, have the prime purpose of collecting traffic. Their function is to transfer traffic from local traffic generators (schools, employment and shopping centers) and minor streets to arterials. The design of major collector streets should reflect this emphasis on carrying traffic. Minor streets should avoid crossing a collector; T-intersections are preferred and good sight distance at intersections is necessary. Collector streets should not form a continuous system,otherwise there will be a tendency to use them as arterials.

COLLECTORS

Collector streets serve a purpose similar to the major collectors, however, on a smaller scale. The collector usually carries traffic from a portion of the neighborhood or a particular traffic generator. These should be two-lane streets capable of handling the anticipated future traffic. Collectors should have geometric characteristics similar to the major collectors.

MINOR STREETS

Minor streets are used to provide access to abutting property, locations for easements, open space for light and air, and a firebreak between buildings. Carrying traffic is a secondary function of minor streets and they should be designed to discourage through traffic. Minor streets are an important element in community design. These facilities provide a permanent framework for building and landscaping. No minor street should be approved without first analyzing its function and evaluating its compatibility with the entire system of traffic circulation.

SIDEWALKS

Sidewalks should be installed in those areas where new development is occuring. Sidewalks might not be appropriate in those areas where their inclusion would be inconsistent with prior development in the surrounding area.

CIRCULATION PLAN

The map entitled "General Plan" shows the essential elements of the plan. Streets designated arterials, major collectors, and collectors are delineated on the plan. Also indicated are extensions of existing streets and suggested routes for important new streets. Each arterial and major collector is discussed separately with an accompanying recommended cross section.

A tabular summary of the Circulation Plan may be found on Page 22. This summary shows measured existing traffic, and estimates of existing capacity and future (1990) average daily traffic. These estimates of average daily volumes are based on projections made from the origin and destination survey and existing traffic flow counts described herein. Full use has been made of the computer based estimates of the County of San Mateo and the State of California, Division of Highways. The tabular summary also shows the number of lanes which would be required in 1990, based on the projected ADT. Methods of financing the proposed street improvements are recommended and a suggested priority is indicated.

EL CAMINO REAL

Category: State Highway (Divided)

Right-of-Way: 100'

Pavement Width: 72'

Description:

El Camino Real traverses the City parallel to the Southern Pacific Railroad tracks in a north-south direction. The highway functions as an intercity traffic facility with highway commercial uses adjacent.

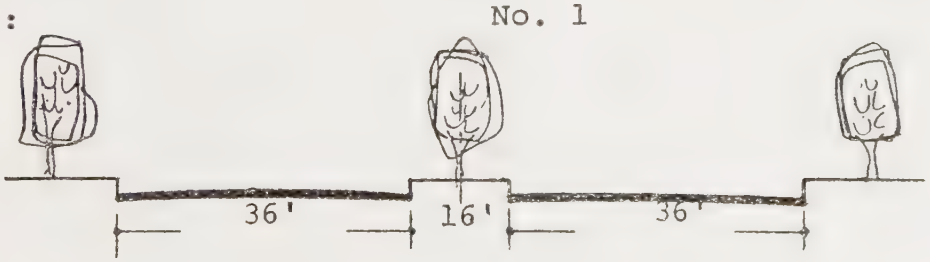
Within Belmont, El Camino Real should ultimately have 6 lanes for moving traffic, and a median divider or left turn stacking lanes. The median should be well landscaped with attractive, hardy plants and trees. Left turn lanes should be spaced to guide traffic to arterial and collector streets as well as the Central District and Rapid Transit Terminal. Points for left turn lanes include:

Ruth Avenue
Davey Glen Road
Hill Street
Emmett Avenue
Waltermire Avenue
Broadway
Harbor Boulevard
Middle Road

Site and building design, landscaping, and sign control are extremely important considerations on adjacent properties. Land uses should continue to be highway commercial oriented. Sufficient off-street parking must be provided with access limited as much as possible. Buildings should be esthetically designed and representative of Belmont. At least 15% of each site should be devoted to landscaping. Signs should be tasteful and limited in number and size. Possibly a special design district would be the appropriate vehicle for controlling esthetics along this route.

Financing: State of California
Landscaping - City of Belmont
General Fund
Gas Tax

Priority: No. 1



RALSTON AVENUE

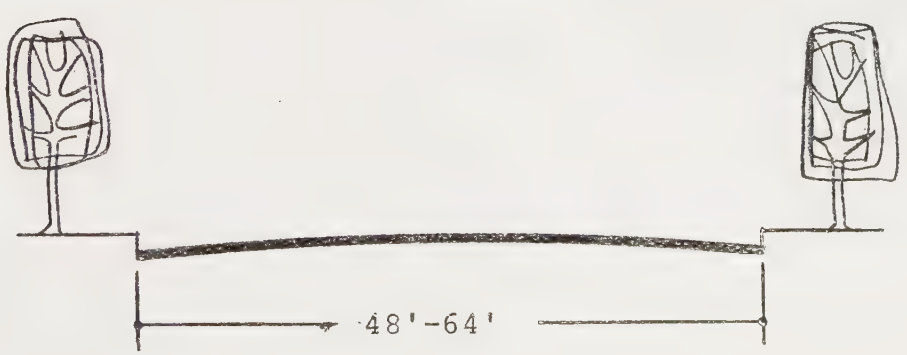
Category:	Arterial (Divided)
Right-of-Way	84' - 100'
Pavement Width	48' - 64'

Description:

Ralston Avenue is the primary arterial connecting the Bayshore Freeway with the Younger Freeway through the City of Belmont. Portions of the roadway have been widened to four lanes; particularly from Cipriani to Alameda de las Pulgas and westerly of the Bayshore Freeway. The remaining sections of the facility have two lanes for moving traffic. Traffic volumes reach as high as 20,000 vehicles per day on some portions of this arterial.

Ralston Avenue is proposed as a landscaped facility throuthout its length. There should be four lanes for moving traffic from Alameda de las Pulgas to the Younger Freeway. Either parking lanes or space for emergency parking should be provided on each side of the facility. A median divider should be constructed with left turn stacking lanes at major cross streets. From Alameda de las Pulgas to South Road , two lanes for moving traffic are proposed. A center lane, to be used alternatively for landscaping and left turns, is planned in this section. The preservation of existing trees along the length of this facility should be of prime importance. Access along Ralston Avenue should be limited wherever feasible. The character of the street should be that of a landscaped road with sufficient room for the traffic volumes anticipated, discouraging expressway-type driving.

Financing:	Gas Tax County Greater Highway Funds Federal Aid Secondary Funds
Priority	No. 1



ALAMEDA DE LAS PULGAS

Category: Arterial

Right-of-Way: 50'-70'

Pavement Width: 20'-48'

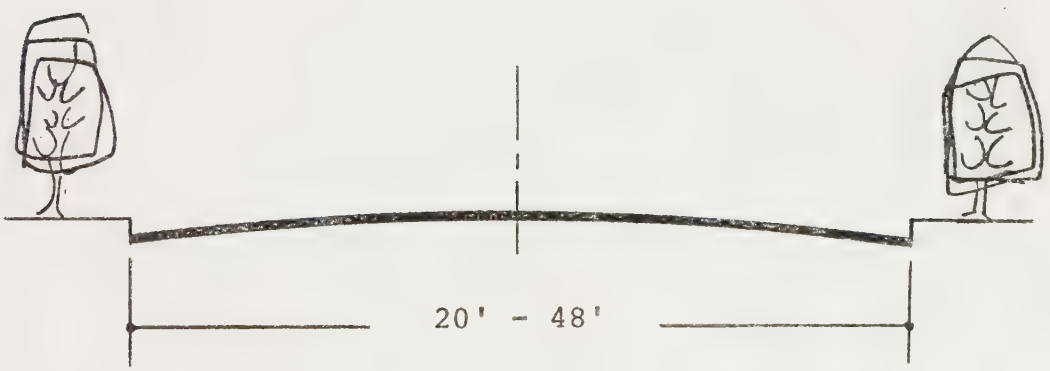
Description:

Alameda de las Pulgas from Ralston Avenue to the San Carlos City Boundary is improved with four lanes for moving traffic. Parking is provided at some points along the roadway. Northerly of Ralston Avenue, to the San Mateo City Line, Alameda is a narrow, two-lane road, with abutting residential properties.

South of Ralston Avenue, the present four traffic lanes should be adequate to carry anticipated traffic upon ultimate development.

Northerly of Ralston Avenue, the Alameda has been recently improved to provide two adequate lanes for moving traffic. The improvements have made this portion of the facility capable of handling the anticipated traffic through the year 1990.

Financing: Not Deficient



OLD COUNTY ROAD

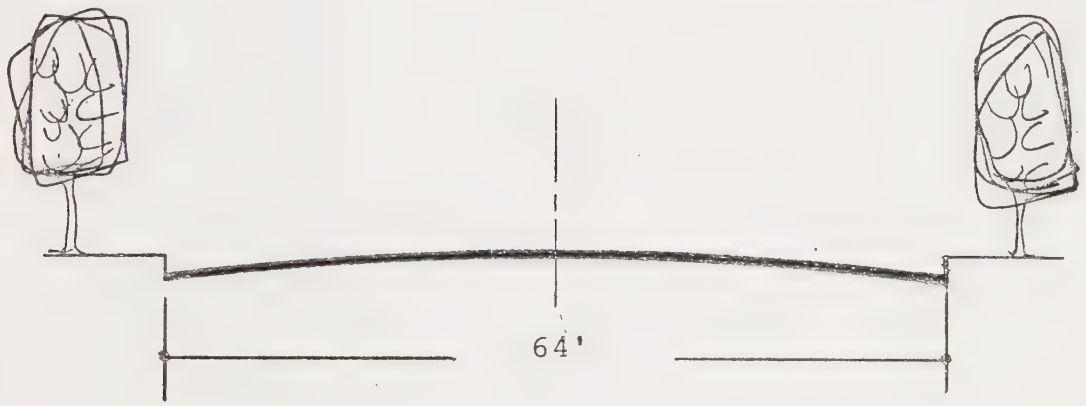
Category:	Arterial
Right-of-Way	84'
Pavement Width:	64'

Description:

Presently, Old County Road is a two-lane facility paralleling the Southern Pacific Railroad tracks in a general north-south direction through the City of Belmont. The road functions as an arterial serving residential and commercial development easterly of the railroad tracks.

Anticipated traffic volumes and proposed adjacent land uses indicate that this facility should be widened to four lanes in the future. Parking lanes should be provided on each side of the street. Access should be limited wherever possible along Old County Road. Landscaping and improvement of existing developments, particularly between the railroad and Old County Road should be accomplished as the opportunity occurs.

Financing:	Gas Tax Adjacent Property Owners County Greater Highways Fund
Priority:	No. 3



HARBOR BOULEVARD

Category: Arterial

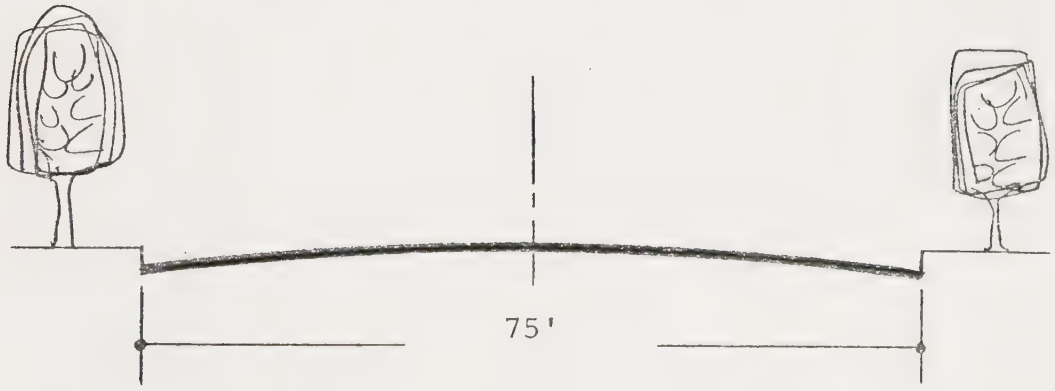
Right-of-Way

Pavement Width: 75'

Description:

Harbor Boulevard provides the connection from El Camino Real to the Bayshore Freeway through the Harbor Industrial District. This commercially-oriented street is currently developed with four lanes for moving traffic and parking on each side. The present facility should be geometrically adequate during the planning period.

Financing: Not Deficient



INDUSTRIAL ROAD

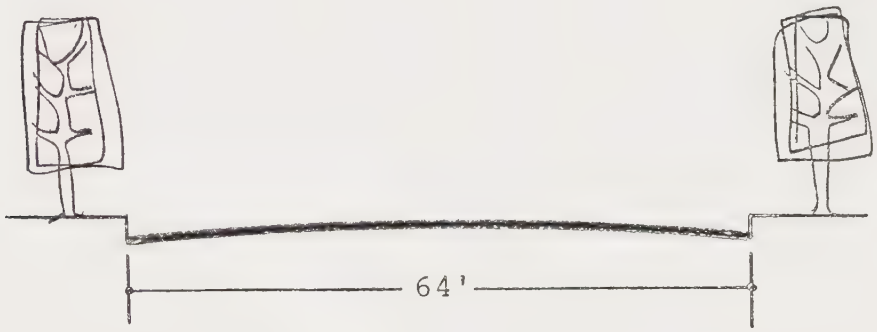
Category:	Arterial
Right-of-Way	84'
Pavement Width	64'

Description:

Industrial Road provides arterial access to adjacent properties within the Harbor Industrial District. This road is a major traffic facility connecting Harbor Boulevard with the industrial areas to the south.

Industrial Road is currently four lanes in width. The present width of the facility should be adequate throughout the planning period.

Financing: Not Deficient



CARLMONT DRIVE

Category: Major Collector

Right-of-Way 60'

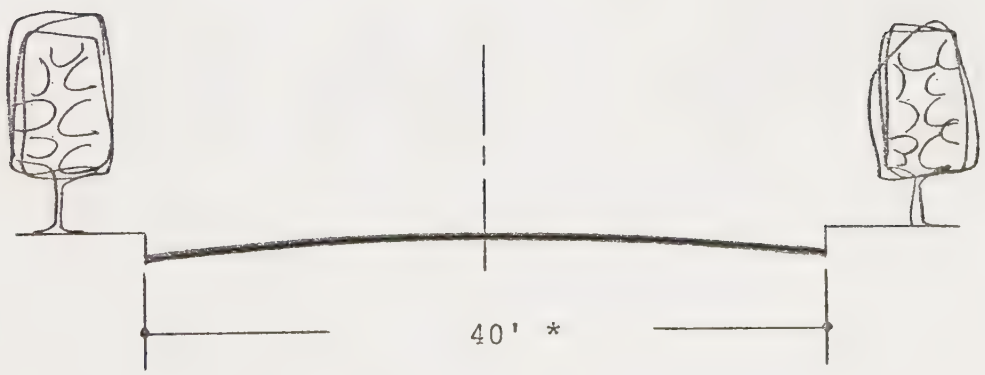
Pavement Width: 40'

Description:

Carlmont Drive is designed for service to adjacent apartment development and access to the multi-purpose sports field to be constructed at the upper end of this major collector. The street provides the primary access to the Carlmont apartment area, funneling traffic to the arterials of Ralston Avenue and Alameda de las Pulgas.*

No improvements are proposed on this street.*

Financing: Not Deficient



* Amended by City Council Resolution No.4364, 11/24/75.

CHULA VISTA DRIVE

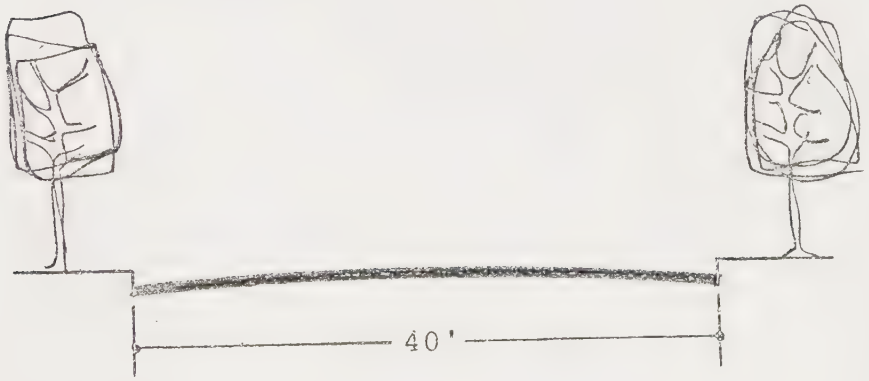
Category:	Major Collector
Right-of-Way	55' - 60'
Pavement Width	25' - 40'*

Description

Chula Vista Drive traverses the Chula Vista residential neighborhood carrying traffic between Ralston Avenue and Alameda de las Pulgas. The street provides a main access route to Carlmont High School as well as collecting traffic from within this residential neighborhood and funneling it to the arterials of Ralston and Alameda de las Pulgas.

No improvements are proposed on this street.

Financing: Not Deficient



* Amended by City Council Resolution No. 4364, 11/24/75.

CIPRIANI BOULEVARD

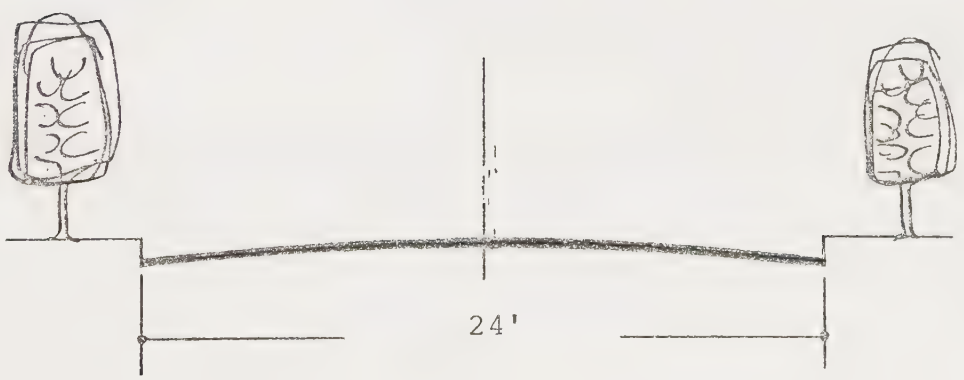
Category:	Major Collector
Right-of-Way:	50'
Pavement Width:	24'

Description:

Cipriani Boulevard is the major collector street serving the Cipriani residential neighborhood. The road intersects Ralston Avenue and crosses the neighborhood diagonally, meeting Alameda de las Pulgas near the northern city limits.

Cipriani Boulevard should be adequate, in its current state of development, to handle the anticipated traffic through the planning period. Possibly, improved sight distance and intersection design are needed for traffic safety. The retention of the present residential environment in this area should be considered in the design of any improvements.

Financing:	Gas Tax
Priority	No. 3



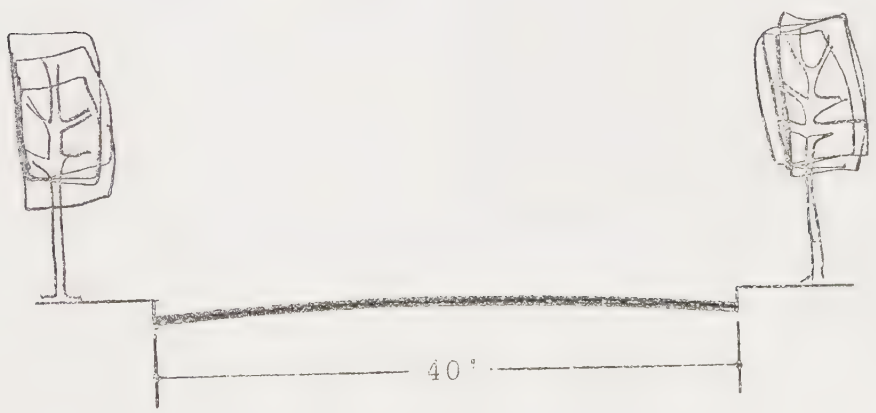
HALLMARK DRIVE

Category:	Major Collector
Right-of-way	60'
Pavement Width	40'

Description:

Hallmark Drive is the primary access to the developing Belmont Heights neighborhood. Although Hallmark Drive is not planned for connection with Crestview in the City of San Carlos, an emergency barrier should be developed at the city limits. Such a barrier could be removed in the event of a disaster to allow a secondary means of ingress and egress from the Belmont Heights neighborhood.*

Financing: Developer



* Amended by City Council Resolution No.4364, 11/24/75.

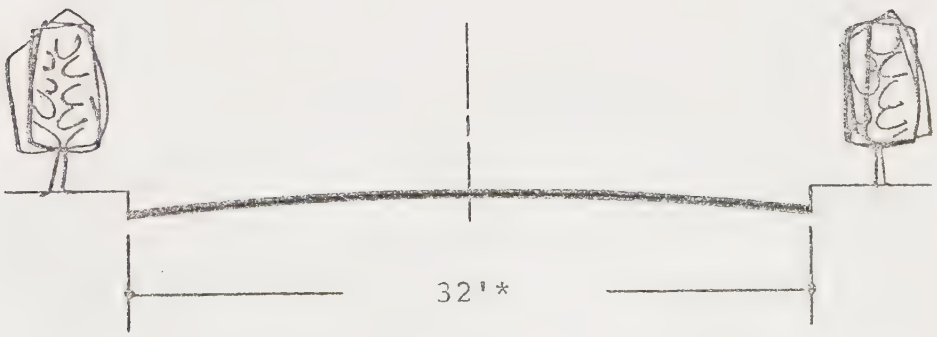
HASTINGS DRIVE

Category:	Major Collector
Right-of-Way:	50'
Pavement Width:	32'*

Description:

Hastings Drive will provide the major connection from Carlmont Drive to Club Drive in San Carlos. The prime function of this street should be access to adjacent properties. The facility should be two lanes wide with provisions for parking on at least one side.

Financing:	Developer
	No. 2



* Amended by City Council Resolution No.4364, 11/24/75.

HILLER STREET

Category: Major Collector

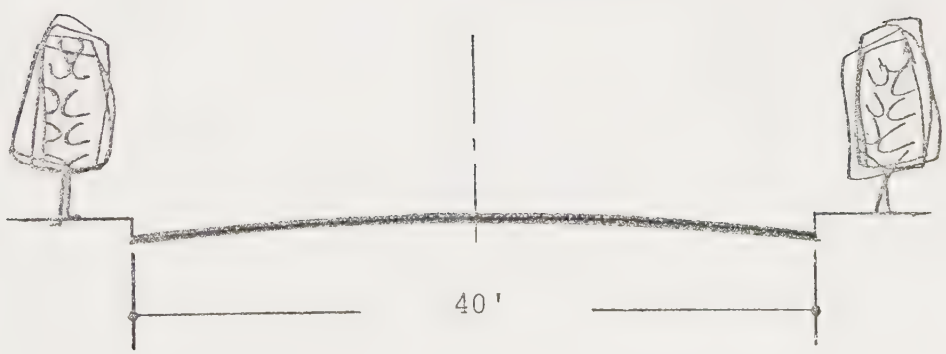
Right-of-Way: 60'

Pavement Width: 40'

Description:

Hiller Street is the major traffic collector crossing the Sterling Downs neighborhood. The street is presently 40' wide and is adequate to carry the anticipated traffic through the year 1990. Two lanes for moving traffic are provided and parking lanes exist on each side of the street.

Financing: Not Deficient



NOTRE DAME AVENUE

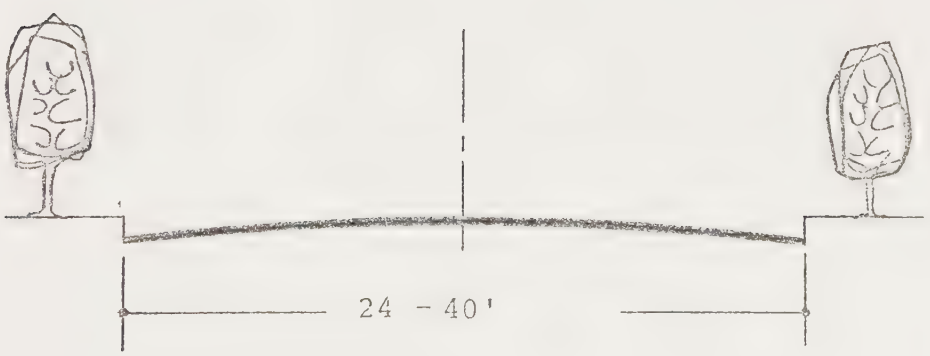
Category:	Major Collector
Right-of-Way:	40' - 60'
Pavement Width:	24' - 40'

Description:

The major collector street within the Central Neighborhood is Notre Dame Avenue. This street services the residential area and carries traffic to the arterials of Ralston Avenue and Alameda de las Pulgas.

Notre Dame Avenue should have two lanes for moving traffic. A 40' pavement width, would permit on street parking in the area from Ralston Avenue to Arbor. Paved on-street parking areas would not be necessary along the remaining length of this facility.

Financing:	Gas Tax
Priority:	No. 3



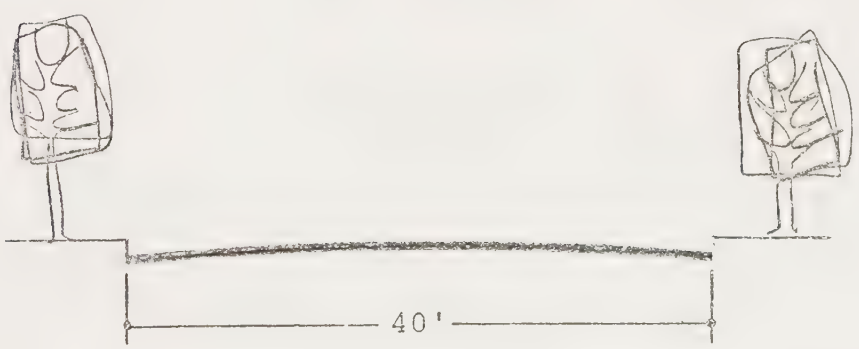
SIXTH AVENUE/BROADWAY AVENUE/HARBOR BOULEVARD EXTENSION

Category:	Major Collector
Right-of-Way	60'
Pavement Width	40'

Description:

This system of major collectors would provide the circulatory movement within the proposed Central Business District project. The streets should be improved to carry the anticipated traffic within the downtown and provide sufficient access into this major commercial district. Improvements to the streets should occur during the various stages of the downtown revitalization. Construction would logically begin near Ralston Avenue and progress southward.

Financing:	Developer Gas Tax
Priority	No. 1 - 3



COLLECTORS

The following streets have been designated as collectors on the Circulation Plan. Collector streets shall, in general, have rights-of-ways and pavement widths conforming to cross-sections presently constructed in the same area per the general guide following. The numbers following the street name indicate proposed right-of-way and pavement width respectively. Newly constructed streets should generally have right-of-way widths of 60' and pavement widths from 36' to 40'. Financing proposals and construction priorities are shown on the "Tabular Summary."

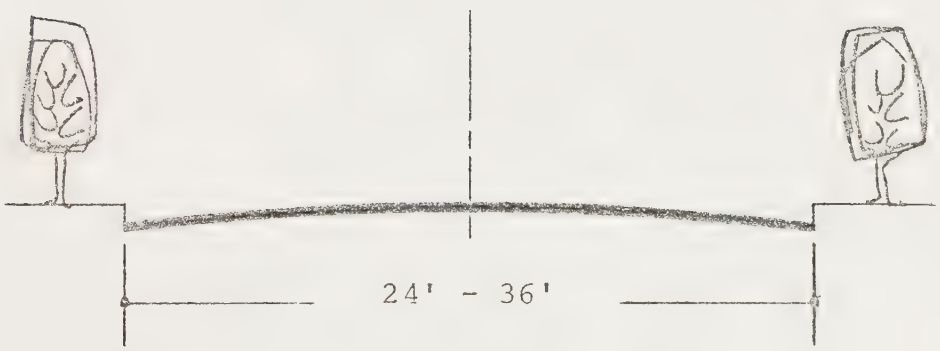
	Proposed	Existing		Proposed	Existing
Dale View	54/34	54/34	Marine View	54/34	54/34
Masonic	54/40	54/34	Elmer	60/40	50/30
Waltermire*	50/40	50/28	Middle	40/24	40/24
Davey Glen	50/40	50/40	Hillman/Mills	50/24	50/24
Hillman/North/ Ruth	40/22 to 50/32	40/22 to 50/32	Arbor	40/24	40/18
Emmett*	50/40	50/36	Sunnyslope	50/30	50/30
Sixth (Harbor-South)	40/30	40/30	Harbor/Molitor (from Paloma South)	40/24	40/20
San Juan	50/24	50/24	Hillcrest	50/28	50/28
Christian/ Marsten	50/24 to 50/32	50/24 to 50/32	Shoreway **	60/40	60/40
Lake Rd. (Carlmont to Lyall)	50/40	50/31	Lyall	50/32	50/32
Continentals	60/40	60/40	Davis	60/40	60/40

*Streets to be integrated into the circulation/parking complex of the Central Business District Development.

**Amended by City Council Resolution No.4364, 11/24/75.

MINOR STREETS

All other streets in the City are designated as minor streets. The minor streets are primarily intended as access to abutting developments. In general, the minor street right-of-way should be at least 50' in width. Pavement widths may vary from 24' to 36', depending upon topography and existing conditions.



CIRCULATION PLAN - TABULAR SUMMARY

Street and Section	1970 (1) ADT	Existing Capacity	1990 ADT	Lanes Req'd.	Financing	Priority
STATE HIGHWAY						
El Camino Real	31,800	17,500	60,000	6	State Highway	1
ARTERIALS						
Ralston Avenue						
Younger Fwy. to Cipriani	16,000	5,000	30,000	4	G.T./G.H./FAS	1
Cipriani to Alameda	14,300	21,000	22,000	4	N.D.	
Alameda to El Camino	20,100	5,500	27,000	2	G.T./G.H./FAS	1
El Camino to Bayshore Fwy.	23,200	13,700	30,000	4	G.T./G.H./FAS	2
Alameda de Las Pulgas						
San Mateo to Ralston	7,000	5,000	9,000	2	N.D.	
Ralston to San Carlos	13,500	13,500	15,000	4	N.D.	
Old County Road						
San Mateo to Ralston	9,200	8,500	12,000	4	G.T./G.H.	3
Ralston to San Carlos	11,300	6,000	15,000	4	G.T./G.H.	3
Harbor Boulevard						
East of El Camino	6,500	21,000	12,000	4	N.D.	
Industrial Road		-	14,000	4	N.D.	

FINANCING KEY

G.T. - Gas Tax
C.H. - County Greater Highways
F.A.S. - Federal Aid Secondary
N.D. - Not Deficient
P.O. - Property Owner
A.D. - Assessment Dist.

PRIORITIES

1 - 1970-75
2 - 1975-80
3 - 1980-90

(1) Highest Volume Within Section

MAJOR COLLECTORS

Street and Section	1970 (1) ADT	Existing Capacity	1990 ADT	Lanes Req'd.	Financing	Priority
Carlmont Drive	3,600	8,000	6,000	2	P.O.	
Chula Vista Drive	2,100	5,000	3,000	2	N.D.	
Cipriani Boulevard	3,800	5,000	4,000	2	G.T.	3
Hallmark Drive	3,800	8,500	10,000	2	N.D.	
Hastings Drive	-	-	5,000	2	P.O.	
Hiller Street	3,400	8,000	5,000	2	N.D.	
Notre Dame Avenue	2,300	5,000	4,000	2	G.T.	3
Sixth Avenue	5,700	8,000	8,000	2	G.T.	1

FINANCING KEY

G.T.	-	Gas Tax
G.H.	-	County Greater Highways
F.A.S.	-	Federal Aid Secondary
N.D.	-	Not Deficient
P.O.	-	Property Owner
A.D.	-	Assessment District

PRIORITIES

1 - 1970-75
2 - 1975-80
3 - 1980-90

(1) Highest Volume Within Section

COLLECTORS

Street and Section	1970 (1) ADT	Existing Capacity	1990 ADT	Lanes Req'd.	Financing	Priority
Dale View			-3,000	2	N.D.	
Marine View	2,200		-3,000	2	N.D.	
Masonic	4,300		5,000	2	N.D.	
Elmer			-3,000	2	N.D.	
Waltermire			-3,000	2	A.D.	1
Middle	1,900		-3,000	2	A.D./G.T.	2
Davey Glen	2,200		-3,000	2	N.D.	
Hillman/Mills			-3,000	2	A.D./G.T.	3
Hillman/North/Ruth			-3,000	2	A.D./G.T.	3
Arbor			-3,000	2	G.T.	3
Emmett	2,300		-3,000	2	G.T.	1
Sixth (Harbor-South)			-3,000	2	A.D./G.T.	3
Harbor/Molitor			-3,000	2	A.D./G.T.	3
San Juan	800		-3,000	2	A.D./G.T.	3
Hillcrest/Belmont Canyon			-3,000	2	N.D.	
Christian/Marsten			-3,000	2	N.D.	
Shoreway			-3,000	2	N.D.	
Lake			-3,000	2	N.D.	
Lyall			-3,000	2	N.D.	
Continentals			-3,000	2	N.D.	
Davis			-3,000	2	N.D.	

FINANCING KEY

G.T.	Gas Tax
G.H.	County Greater Highways
F.A.S.	Federal Aid Secondary
N.D.	Not Deficient
P.O.	Property Owner
A.D.	Assessment District

PRIORITIES

1 - 1970-75
2 - 1975-80
3 - 1980-90

(1) Highest Volume Within Section

RAPID TRANSIT

Although no agency presently exists to plan and construct rapid transit facilities in San Mateo County, it is anticipated that within the next ten years such an agency will be formed. Past studies indicate that the most logical form of regional transit will take the form of a rapid rail facility. Extensive studies into the subject* indicate that the rail facility will probably be located adjacent to and westerly of the Southern Pacific railroad tracks. This location was based on regional considerations including the best service to commuters plus physical limitations of other available sites. It is also assumed that the system will be compatible with that of the Bay Area Rapid Transit District.

The terminal facilities required for the rapid transit system should be centrally located to serve Belmont residents, and those commuters from Redwood Shores. The most logical site is at the northeast corner of Ralston Avenue and El Camino Real. This site was selected for these reasons:

1. Convenience and adaptability to the surface circulation pattern.

2. Centrally located serving both Belmont and Redwood Shores.

3. Adjacent to the downtown project.

4. Space is available for automobile parking in the vicinity.

5. Regional bus service could easily be incorporated into the terminal facilities. **

It is recommended that several modes of transport to used and encouraged for access to the terminal. These transportation modes include:

Auto (all day parking)
Auto shuttle
Shuttle bus
Motor bike
Bicycle
Walking

The primary concept is to provide as many alternative modes of access transport as possible so as to eliminate congestion and reduce the amount of single use auto parking space required. The shuttle buses could be used to serve the commuters during peak hours and service other areas of the city such as the downtown during off peak hours. Facilities should be readily available for the storage of personal vehicles (bicycles, motor bikes) near the terminal.

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* Geo. S. Nolte, Inc., DeLeaw, Cather & Co., Engineeers Working Paper Final Report for West Bay Rapid Transit Authority, Dec. 1963

** Amended by City Council Resolution No. 4364, 11/24/75.

The accompanying plan, "Rapid transit" shows the transit line and proposed station location.

* Amended by City Council Resolution No. _____, 11/24/75

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